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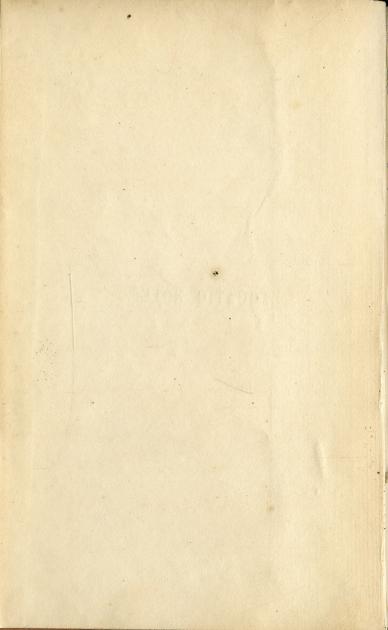
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# AQUATIC NOTES,

OR

SKETCHES OF THE RISE AND PROGRESS OF ROWING AT CAMBRIDGE.

BY A MEMBER OF THE C. U. B. C.

With a Letter,

CONTAINING HINTS ON ROWING AND TRAINING,
BY ROBERT COOMBES,
CHAMPION-SCULLER.

CAMBRIDGE: J. DEIGHTON; LONDON: G. BELL. 1852. CAMBRIDGE:
PRINTED BY METCALFE AND PALMER.

## TO THE MEMBERS

OF THE

Andy Margaret Boat-Club,

ST. JOHN'S COLLEGE, CAMBRIDGE,

THESE PAGES ARE INSCRIBED

BY THEIR SINCERE WELL-WISHER, AND PRESIDENT,

THE AUTHOR.

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## A few Mords with the Reader.

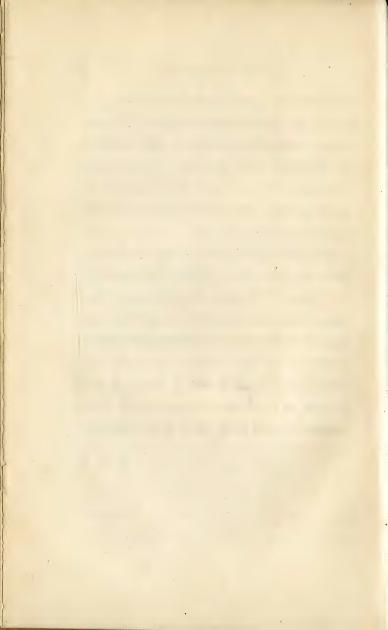
Ir this little work pretended to be a Treatise on Rowing, I am well aware that, unless it was introduced under the auspices of some distinguished Rowing man as its Author, it would have very little chance of meeting with a favourable reception. But, with the exception of the last Chapter, which bears the sanction of a name to which most Rowing men will defer, no opinions upon the theory and practice of Rowing are brought forward. My object has merely been to collect a few sketches of the rise and progress of that pursuit now so engrossing at Cambridge—its first beginnings

and its present state. I have also recorded some of the past achievements of Cambridge Oarsmen, celebrated in their day, but now, in the absence of any such record, hardly known by name to their successors. The fourth Chapter, in which their deeds are chiefly commemorated, contains a brief account of, I think, all the Matches rowed at London between the Universities. My authorities for this Chapter, and indeed for the others, have been the Clubbooks of different Colleges in Cambridge, verified by comparison with the ably-written and impartial accounts published in Bell's Life. If the account of any Match is omitted therefrom, it is quite unintentional on my part; I can only say I hope it is of one in which Cambridge was successful, that it may not be unjustly thought that partiality for my own University led me to suppress it. For the idea of the seventh Chapter I am indebted to "Cricket Notes." the excellent work of Mr. Bolland, which he

ends with a Letter of Practical Hints from Clarke, the celebrated slow bowler. The preceding Chapter, also, bears a title similar to Mr. Bolland's "Day at Lord's." Further than the name, however, I hope the comparison will not be carried. The result will be considerably against me if it is.

And now to the pleasing duty of thanking those who have given me their assistance. To Mr. Stamer of Trinity, Mr. Kenyon of Magdalene, and Mr. A. B. Crosse of Caius, my especial thanks are due. Their aid and liberal permission to view their Club-books have proved most useful to me in compiling these Records of Cambridge Rowing, which I now commend to the kind notice of my Readers.

J. F. B.



## CHAPTER I.

## BOATING AT CAMBRIDGE IN EARLY TIMES.

"Now would I give a thousand furlongs of water for an acre of dry ground; long heath, brown furze, anything: the Wills above be done! but I would fain die a dry death."—Gonsalvo in "Tempest."

"SAFETY before speed" seems to have been the prevailing maxim among the earlier boat-builders on the Cam and other rivers. The breadth of beam, the projection of the keel, and the thickness of the planks for the sides, would in these "go-a-head" days be viewed with as much curiosity as a state coach of the olden time.

Cambridge, in particular, was, in the early part of the present century, rather behind the Age with respect to boats and boating. The river Cam, as many of my readers are probably aware, was, formerly, little more than a

scanty streamlet, choked up with mud and rushes, and almost dry for four months in the year. It was first formed into an artificial canal by the hand of man, and was adapted, by a Navigation Company, to the wants of the coal-barges, to which it now affords a means of transit. Before the year 1825 the naval armaments of Cambridge consisted almost entirely of "funnies" and canoes. At some of the boat-houses there was a pair-oar or a four-oar, but there is no tradition of an "eight" on the Cam before the period I speak of.

The idea of establishing an eight-oar on our narrow stream seems to have occurred to a Westminster man of Trinity and an Etonian of St. John's about the same time. The St. John's men were the first to carry their project into execution, and obtained an eight-oared boat from Eton. It was 38 feet long, 5 feet wide, and 26 inches deep,\* and was called the Etonian. The Trinity men had a boat built in London, and it proved in every respect superior to its competitor. Extempore trials of

<sup>•</sup> The average length of an eight-oar now is 60 feet, breadth 2 feet 2 inches, and depth 7 inches.

strength and skill used to come off daily. Each steerer was equipped with a bugle, on which he sounded notes of defiance, to intimate his whereabout to the rival crew. The other boat, if behind, would presently come up and give chase, endeavouring to bump its challenger.

Such was the origin of the Boat Races at Cambridge. The example of the two principal colleges was soon followed by others, and in 1827 the University Boat-Club was organized, and a regular system of racing set on foot.

Racing, however, was by no means the only object for which the boats were kept. Picnics and water-parties were often allowed to interfere with the arrangements for a boat-race. A desire to adapt the boats for these purposes when required, was probably another reason for their magnitude. They must have had plenty of spare room, to judge from one of the articles which made up the cargo of St. John's boat on "setting out" for a picnic, a tin "Panthermanticon," presented by Mr. Gwatkin, Fellow and Tutor of the College, containing two kettles, nine plates, four dishes, a canvas table with irons and screws, a charcoal bag,

and phosphorous bottle, with a host of other "pic-niceries."

However, a crew was expected to earn these relaxations by at least appearing in the races. In 1829 a Magdalene crew made its appearance in the Races, in consequence of a threat from the rest of the College to take away their boat, and appropriate it to their own use as a pleasure-boat.

But to resume our sketch of the aquatic procedure of our ancestors on the Cam. After a safe and steady-going boat had been obtained, the next care was to get together a crew "to sit her." In some Club Rules of that time it is enacted that "All candidates must be approved of by the committee, as efficient, before they can be elected." They had no notion in those days of "coaching" Freshmen; of pushing off their bark in company with a notorious catcher of crabs, an oar-breaker, or any one on whom, with his innocent companions, the deity of Rowing might inflict his utmost vengeance, an upset in Barnwell Pool.

The watchful care which was shown for the newly-formed crew is amusingly exemplified in another rule of the same collection: "If the crew appear inclined to race with, or chase another boat, and even one of them object to it, the steerer shall in that case prevent them, under penalty of a guinea." Fancy seven ardent spirits eager to "tail" a boat behind them or come up with one in front, the coxswain ready to give the word, when a gruff husky veto from the middle of the boat, or a small thin ejaculation from the bows, (a late supper-party, or a constitutional weakness of the chest, being the cause, as the case may be,) mars the anticipated excitement. steerer reluctantly holds back his reluctant crew, and they are ignominiously passed or tailed by some boat many places below them on the river.

The strength and heavy build of the earlier boats upon the Cam may also be accounted for by the adventurous and exploring character of our ancestors. Excursions to Ely, and even down to Lynn and the Wash, were much more common than they are now; and it was, undoubtedly, of great importance that the Boat should be proof against the rude shocks it might experience on its voyage. In

these railroad days, a Crew, if their boat be "smashed," can, at almost any point, command easy means of return to Cambridge, leaving their boat to be repaired and sent after them, without loss of time or inconvenience. At that time, when there was so little travelling, the case would be very different, if such a catastrophe befel them. It behoved them to guard against the possibility of its occurring. The relics preserved in some of our boat-houses prove that they endeavoured to do so.

#### CHAPTER II.

#### FOUNDATION OF THE PRINCIPAL CLUBS.

"Dulce sodalitium."-CATULL.

The Trinity Boat Club, or as it is now called for distinction, the First Trinity, was founded about the year 1825. Their earlier records, like those of the Roman Monarchy, have perished, by some conflagration or otherwise, so I cannot give any authentic account of the Founders of the Club. However, in their list of members I find Mr. Gilbert Jenner, H. Singleton, J. Freer, and two or three others were elected Honorary members in 1826.

Like all others in their turn, this distinguished Club has had its reverses; but any impartial observer who measures its fame by the standard of statistics, who considers the number of Races in which it has maintained

the proud position of "Head of the River," and the long array of names of those whom it has sent forth to contend in the cause of the University, will at once admit that it stands unrivalled, the First Boat Club in the University.

From the time when the accounts of the College Races become more simplified, *i.e.* the year 1835, when the Racing-ground was altered to its present position, the 1st Trinity has rowed 91 times Head of the River, and has prepared for the University Boat a large majority of its victorious crews, men like George Denman and Cloves, Holroyd and Wolstenholme, Maule, Vincent, and Baldry.

The Lady Margaret Boat Club was founded in 1825, by the Hon. R. Trench, Hon. G. A. Brodick, G. A. Cockburn, and nine other members of St. John's College. The Club rapidly increased in numbers and influence, and it soon became evident that another good result, important in a large College, might be insured by its constitution, the formation namely of "a set" which should include all the best men of the College whether as gentle-

men or rowers. Accordingly, while the promotion of rowing has been the ostensible and chief object of the Club, the formation of "a good set" has never been lost sight of; many join the Club for no other reason: and though "a promising oar" has been occasionally excluded, the Club has on the whole been prosperous, and its boat well up on the River. Since 1835 the Lady Margaret has rowed 27 times Head of the River. Among those of her members who have rowed in the University eight, the names of Merivale and Selwyn, Colquhoun, Shadwell, and Harkness, Murdoch, Gisborne, and Jackson, will always occupy a distinguished place in the annals of Rowing at Cambridge.

The first foundation of the Third Trinity Boat Club appears to date from the Lent Term of 1827, when six Westminster men of Trinity entered for the first time. They did not, however, distinguish themselves much until the Eton men united with them, after which the Club speedily rose in importance, and in 1835 were Head of the River for two races. They have several times been Head since, but have

never maintained that position long. Perhaps one cause of this may be that their members have, before coming up to Cambridge, had rowing to their hearts' content at Eton and Westminster. Hence, except with the prospect of a University race or some similar excitement, their ardour and perseverance in the cause of rowing are not so continuously kept up, as among those who have made their first essays on the Cam.

As might be expected however, the records of their Club will perpetuate the memory of some of the most distinguished oarsmen at Cambridge. Penrose and Vialls, Clissold, Holden, Bagshawe, and Pellew, have all done good service in the University Boat.

The SECOND TRINITY Boat Club was founded in the year 1831, chiefly, as it appears, for the sake of combining "reading" with "rowing," two pursuits which are by some most erroneously\* supposed to be incompatible.

\* I take this opportunity of noticing the unfair clamour which is sometimes raised against Boating and Boat-Clubs. If the question was between rowing on the one hand, and reading ten hours a-day with a "constitutional" between two and four o'clock, on the other, I don't for an instant This Club has turned out several excellent "oars," amongst whom C. J. Selwyn, Upcher, Hill, and J. Wray are conspicuous. They were Head for eight races in 1835, and in the May Term of 1848 gained the first place on the River, but lost it two evenings after, being stopped by some barges. In 1849 they regained their position and maintained it for six races, having a very good Crew.

A MAGDALENE Crew first appeared in the races of 1829, (see page 4). From the way in which it is there mentioned, we may infer that no regular Boat Club then existed in that College. In 1835 a flourishing Boat Club existed in Magdalene, distinguished for that "pluck" which has always been characteristic

deny that he who chooses the former will cateris paribus have a very poor chance at Degree time with him who chooses the latter. But this is not a fair way of putting it. If men give up the one, it does not at all follow that they will betake themselves to the other. The majority of men of good fortune who come up here between the ages of eighteen and twenty-two, must have excitement of some sort. If they don't row they will in many cases do a great deal worse: hunting, riding steeple-chases, tandem-driving, billiards, and the like, are some of the alternatives. I cannot admit any of these to be more conducive to reading.

of the College. Despising the irksome rules of practising which ordinary Boats submit to, the Magdalene Crew generally go into training about six hours before the first race, and rare is the good fortune of that Magdalene Captain who gets down his regular crew twice together before the eventful day. However, they generally shew what they could do if they would, and a boat must be very far their superior to bump them much before the Winning-post. Among the distinguished "University Oars" this Club has sent forth may be mentioned the Hon. L. Denman, Uppleby, and Penrose. Wilder of Magdalene was No. 5 in the fastest University race ever rowed, that of 1846.

The Caius Boat Club was founded in 1827, by R. M. Gillies, A. C. Paget, J. J. Smith, and four other members of that College. They limited themselves originally to seven members, and entered a six-oar for the Lent Races of that year. They soon however increased their numbers, and had a very good eight-oar on the River in 1840 and 1841, during which races they held the First place alternately with

the 1st Trinity and the Jesus. In the third race of the Lent Term 1844, they again became Head, and maintained the place throughout the Easter Term, proving themselves a first-rate Crew in their contest with the Town of Cambridge immediately after the Races. This Club furnished the University Boat with one of the best steerers it ever had, Mr. Egan, and also some of its most distinguished oarsmen, Abercromby, W. Croker, Arnold, and Mann.

The Corpus and Peterhouse Boat Clubs have each once been head of the River in Procession since 1835. The former Club provided a good "stroke" for the first Cambridge eight-oar that contended against Oxford at London.

The Jesus Boat Club was founded in 1827. Their boat has generally maintained a creditable place on the River, and in 1841 was head for several races. This Club has turned out several excellent "Oars", Thomson, Venables, Ridley, and others. In the opinion of many good authorities on Rowing, the University Crew has never had a finer "stroke" than Mr. Stanley of Jesus.

## CLUB MATCHES.

## Trinity v. University.

In 1832 the Trinity Boat Club challenged the University to row an eight-oared race. The following were the Crews:

	Trinity.		University.
	Entwisle.	1. M	Iaddison, Jes.
	Fosbrook.		yrrell, Joh.
3.	Carter.	3. S	mith, Pet.
	Carlton.		ourtly, Jes.
	Cumming.		Vood, Joh.
6.	Partridge.	6. S	now, Joh.
7.	Parker.		arron, Queens'.
	Broadwood (stroke).		ones, Caius (stroke).
	Smith (coxs.)		Davies, Joh. (coxs.)

The race was rowed on Saturday, April the 7th, and after a very good contest terminated in favour of the Trinity, who were presented

with a flag, which is now in the possession of their Secretary.

## Lady Margaret v. Queen's, Oxford.

In 1837, as the Oxford men declined sending a challenge to Cambridge, the Lady Margaret, as first boat at that time on the Cam, challenged the University of Oxford, and received for answer that the first boat on their river should row them at Henley. This being agreed to, part of the St. John's crew proceeded to Henley on the 30th of May, the race being fixed for the 3rd of June. Two of the crew, Nos. 7 and 5, did not come down till the evening before the race, but stayed in London, practising with the University boat for its contest with the Leander.

The distance was about two miles and a-half, the starting-place being rather more than a mile below the island. About three o'clock, on the day fixed for the race, the two boats took their positions in front of a rope stretched across the river. The Queen's men soon began to draw a-head, and eventually won by six or eight lengths, rowing the distance in thirteen minutes.

## The following were the Crews:

Queen's.	Lady Margaret.
1. Lee	1. Shadwell.
2. Glasbrook.	2. Colquhoun.
3. Welsh.	3. Wood.
4. Robinson.	4. Antrobus.
5. Meyrick.	5. Budd.
6. Todd.	6. Fane.
7. Eversley.	7. Fletcher.
Penny (stroke).	Hurt (stroke).
Berkely (coxs.)	Jackson (coxs.)
T	

In 1839 better success attended the representative of the Cambridge River. The 1st Trinity, which was then "Head," carried off the grand Challenge Cup, beating Wadham and Oxford Etona.

## Caius v. The Town of Cambridge.

In 1844 the Town having challenged the University of Cambridge to row an eight-oared match, it was agreed at a Captains' meeting, that the challenge should be accepted, and that the crew which was "head of the river," at the end of the Term, should row them.

The race was a Flag-race, the Town boat starting from a post 100 yards a-head of the

Caius. The winning-posts were placed off the "Pike and Eel." The start took place at a quarter to eight o'clock on the 24th of May, both boats getting off well together. There was not much gained or lost on either side till about Grassy, where the Caius crew began to lay out, and in the Plough Reach gained thirty or forty yards; after this they lessened their distance every stroke, and came in, rowing easily, about five yards behind their opponents, winning therefore by ninety-five yards.

The following were the crews.

Caius.	Town.
1. A. Croker.	1. W. Headdy.
2. T. White.	2. H. Newberry.
3. G. Mann.	3. B. Diver.
4. F. Arnold.	4. H. Foster.
5. H. Laborde.	5. T. Donkin.
6. A. Forbes.	6. W. Edwards.
7. H. Baumgartne	er. 7. A. Logan.
8. T. Croker.	8. F. Logan.
J. Paris (coxs.	R. Ind (coxs.)

Second Trinity v. Wadham.

At the Henley Regatta in 1849, two splen-

did races were rowed between the 2nd Trinity, Cambridge, and Wadham, Oxford.

The Crews were as follow:

Wadham.	2nd Trinity.
1. Ogle.	1. Hamilton.
2. Semple.	2. Hoare.
3. Sugden.	3. Alleyne.
4. Johnson.	4. Hardman.
5. Humphry.	5. Jones.
6. Clarke.	6. Waddington.
7. Hodgson.	7. Bagot.
8. Wauchope.	8. Wray.
Ranken (coxs.)	Hawker (cox

The first Race was for the Ladies' Cup, and was won by the Wadham. They won the toss for choice of sides, and came in first by about three-fourth's of a length. In the second Race, for the Grand Challenge Cup, the 2nd Trinity won the toss for choice of sides, and their boat reached the winning-post half a length before the Wadham. They, however, lost the Race by the umpire's decision, as they had fouled their opponents about half-way. Still as the foul had retarded the 2nd Trinity quite as much as the Wadham, it was the general opinion that the former had proved themselves able to win with the advantage of the inside,

and, in fact, that the two crews were so well matched, that had they raced again, the betting would have been in favour of the inside boat. The Oriel boat, which also contended with them, was tailed considerably in both races.

## CHAPTER III.

THE UNIVERSITY FOUR-OARS, SCULLS, AND PAIR-OARS. CAPTAINS v. UNIVERSITY.

" Ου γάρ οἱ πλατεῖς Οὐδ' εὐρύνωτοι φῶτες ἀσφαλέστατοι Αλλ' οἱ φρονοῦντες εὖ κρατοῦσι πανταχοῦ." SOPHOCLES.

AT a Captains' Meeting, on the 14th of May, 1849, it was agreed that the contest which usually opened the October Term's Races, that between the Captains and the University, should be discontinued, and Four-oared Races substituted in its stead. Any four members of the University Boat Club may enter, Trinity and St. John's alone being prohibited from uniting to send in a boat. The contending boats draw lots for their order each day, and the bumping races continue till two only are left, when a

time race between these two determines the winning boat. The Third Trinity Boat-Club presented a handsome Silver Bowl, to be held by the winners for a year, and each of the Crew also receives a presentation Cup, which is paid for out of the stakes. In

1849. The final heat was rowed, on the 10th of November, between the 1st Trinity and the 3rd Trinity. The former boat started first, and won easily by about fifty yards. Seven boats entered, viz.: 1st Trinity, 2nd Trinity, 3rd Trinity, Jesus, Caius, Emmanuel, and Christ's.

1st Trinity—the winning Crew.

- 1. Blomfield.
- 2. Finch.
- 3. Formby.
- 4. Hodgson.

Cox (coxs).

of November, between the Lady Margaret, and 1st Trinity. After a very fast race, the former were victorious by about twenty-five yards. Seven boats entered, viz.: 1st Trinity, 2nd Trinity, 3rd Trinity, Lady Margaret, Caius, Magdalene, Sidney. The

St. John's men rowed the distance, from one hundred yards above the little bridge to the winning-post, in 8 min. 30 sec.

Lady Margaret—the winning Crew.

- 1. Goodrick.
- 2. Borrow.
- 3. Cane.
- 4. Hudson.

Glasson (coxs).

1851. The final heat was won by 3rd Trinity, beating a crew from Sidney and Peterhouse, by about one length, after a very fine race. Eight boats entered, viz.: 1st Trinity, 2nd Trinity, 3rd Trinity, Lady Margaret, Caius, Magdalene, Corpus, Sidney and Peterhouse.

3rd Trinity—the winning Crew.

- 1. Smith.
- 2. Crosse.
- 3. Norris.
- 4. Johnson.

Maxwell (coxs).

In the Lent Term of this year some University scratch Four-oared Races were rowed. A hundred and twenty men of different Colleges entered for them, and their names written on

slips of paper, were drawn from a hat. Some of the combinations thus formed by lot were very amusing. In one boat might be seen four men, not one of whom could pull "on the bow side;" in another, the stroke side would be equally unrepresented. Here would be seen three good oars endeavouring to row along a "passenger," of some eleven stone weight; and there, four "birds of a feather," or rather, of no feather at all. The rain, which hardly ceased during the races, considerably damped the amusement of the spectators. Several of the races, however, were very good and interesting. The University Boat of the year was greatly indebted to these races, for they brought into prominent notice as good a "stroke" as it ever had.

# Winning Crew.

- 1. Jellicorse, Magdalene.
- 2. Tuckey, St. John's.
- 3. Brooks, St. John's.
- 4. Johnson, 3rd Trinity.
  Freshfield, 1st Trinity (coxs.).

# The Colquhoun Silver Sculls.

In the year 1836, a pair of Silver Sculls were presented to the Lady Margaret Boat-

Club, by James Colquhoun, Esq., formerly of St. John's College, for the purpose of establishing a sculling match, to be rowed annually. The Donor left it open to the members of the Lady Margaret, to determine whether they alone, or the members of all the Boat Clubs in the University, should be admitted as competitors.

A Committee was accordingly appointed to consider the proposal, and they decided that the contest for the sculls and presentation medals should be open to all members of the Cambridge University Boat Clubs, under certain regulations. The first rule was, "That the match be rowed on the Thames, from Westminster to Putney, on the 16th of June, or, if that day fall on a Sunday, on the day following."

The first race came off on the 16th of June, 1837. A great number of gentlemen, members of the Cambridge University Boat Clubs, entered their names. Amongst them were Messrs. Heath, Nicholson, and Solley, of 1st Trinity; Antrobus, Berney, Julius, and Shadwell, of the Lady Margaret; Drew, Metcalfe, Taylor, &c. Only eight, however, started; and after a very

good contest, Mr. Berney, St. John's, came in the winner, Shadwell being second.

The sculls were won in 1838, by E. Antrobus, St. John's; in 1839, by T. Vincent, St. John's; in 1840, by A. Shadwell, St. John's.

In 1841 no contest took place, and it was wisely determined by the Committee of the Lady Margaret Boat Club that the race should in future be rowed at Cambridge in the October Term, and an altered code of laws, adapted to the nature of the course, was accordingly drawn up.

The winners since the sculls were first rowed

for at Cambridge have been, in

1842. Hon. G. Denman, 1st Trinity.

1843. W. Thomson, St. Peter's.

- 1844. P. Miles, 3rd Trinity, after a good "time race" with Russell, 1st Trinity.
- 1845. Cloves, 1st Trinity, beating Beasley, St. John's, in the "time race." Mr. Beasley sculled in an outrigger of his own construction, which was regarded as quite a miracle of lightness by the spectators.
- 1846. Maule, 1st Trinity, beating Arnold, Caius, in the final heat.

1847. Bagshawe, 3rd Trinity, beating Jackson, St. John's, in the "time race" by about two lengths. Bagshawe rowed the distance in 9 min. 50 sec., and by his performance on this and the preceding days, in which he bumped Vincent and Baldry, he proved himself a first-rate sculler, and one of the best that ever appeared at Cambridge.

1848. Bagot, 2nd Trinity, beating Foster, 3rd Trinity, in the "time race" with ease.

1849. Miller, 3rd Trinity, beating Baldry, 1st Trinity, in the final heat without much difficulty.

1850. Cowie, 1st Trinity, a dead heat.

On the day of the "time race" Hudson was the favourite, at long odds, and when he came opposite the Plough, in the race, all his friends thought him perfectly safe. At the bottom of the Long Reach, Cowie put on a splendid spurt, and gained considerably on his opponent, who then appeared very much "done." The pistols at the winning-posts were heard almost simultaneously, and both parties claimed the

race. The matter was referred to a committee, chosen by mutual consent of the Competitors, and their decision was, That there was not sufficient evidence to declare either party winner, and that if another race could not be agreed upon, the sculls were to be held jointly and the stakes divided. The evidence received by the Committee on this day was two-fold: on the part of Mr. Cowie it was asserted, and satisfactorily proved, that his pistol went off first; on the part of Mr. Hudson it was proved equally to their satisfaction that his pistol was fired too late, i.e. when the rowlocks were nearly opposite the Post; and therefore, assuming Cowie's pistol to have been fired directly his bows appeared, the difference of time between the reports was accounted for.

Against this decision an appeal was made by Cowie, on the ground that *his* pistol was not fired in time. This assertion, in the opinion of the majority of the Committee, could not be proved, and their first decision remained unreversed.

In consequence of a report that the dis-

tance between the winning-posts was more than 100 yards, the Committee two or three days after their first sitting were requested to go to the ground. It was measured and the man who had placed the posts was examined. The unanimous decision of the Committee was, "That the distance between the winning-posts was greater than the distance between the starting-posts by not less than forty feet." Consequently, Hudson, who started first, had to row forty feet further than Cowie.

This enquiry was not meant to interfere with the first decision, which was regarded on all hands as final.

1851. Macnaghten, 1st Trinity, beating Mounsey, 2nd Trinity, in the "time race," with the greatest ease.

# University Pair-Oars.

In 1844, two massive silver oars were presented to the University by the Magdalene Boat Club. Any two members of the Cambridge University Boat Club are allowed to enter for them. There can be no doubt that pair-oar rowing is very useful in improving a

man's style, and much good has resulted from the institution of these races, though on account of the time of year at which they come off, amid the frosts and snows of December, hardly so much as might have been expected.

The winners were, in

1844. Cloves and Brooks, 1st Trinity, who beat Mann and Arnold, Caius, after a very fine race: the weather was very inclement and the river partly covered with ice.

1845. Vincent and Wolstenholme, 1st Trinity, beating in the time race, Bacon and Mur-

doch, St. John's.

1846. Hoare and Gisborne, St. John's, beating Vincent and Wolstenholme, 1st Trinity, in the final heat, after a very exciting race. Eleven boats entered.

1847. Maule and Vincent, 1st Trinity, beating Hoare and Jackson, St. John's, by seven

strokes. Eight boats entered.

1848. Dickson and Bagshawe, 3rd Trinity. They rowed the distance in 9 min. 15 sec., beating Herries, 3rd Trinity, and Wray, 2nd Trinity, by thirty strokes. Nine boats entered; the second favourites, Eade and Hoare, St. John's, were bumped on the second day by the winners.

1849. Baldry, 1st Trinity, and Bagshawe, 3rd Trinity. Only five boats entered, all except the winners being very inferior.

1850. Cane and Hudson, St. John's, beating Kenyon and Harden, Magdalene, by upwards of a minute; the time of the winners being 9 min. 10 sec. Holden, 3rd Trinity, and Blomfield, 1st Trinity, were equally in favour with the winners before the races, but were bumped by them at First-post corner. Seven boats started.

1851. Macnaghten, 1st Trinity, and Johnson, 3rd Trinity. The winners were very far superior to any other boat, and beat Page, St. John's, and Sharpe, 2nd Trinity, by about twenty-five strokes in the time-race. There were some good races among the lower boats, owing to the increased distance between the starting-posts, viz. forty yards instead of thirty.

# Captains v. University.

In the October Term of 1832, the Captains of the racing Crews challenged the University to row a match, each in eight-oared boats, on or before the 1st of December. After much

practising it was about to be decided, when the Vice-Chancellor requested the Crews to abstain from rowing on account of the cholera, then prevalent at Sunderland. The match was accordingly given up, and with it another, which was to have been rowed the same week, Etonians v. U. B. C.

The former, which soon became an annual Match, never excited much interest, still it was useful as bringing out two of the best eights among those resident at Cambridge.

At a meeting of the C. U. B. C. in 1837, it was determined that the Crew to contend against the University should be elected from the Captains of the May Term preceding, in preference to those of the October Term.

The following were the Crews:

Cantains.

	C safe total and		og.
1.	White, Pemb.	1.	Croker, Caius.
2.	Green, Caius.	2.	Shadwell, St. John's.
3.	Brett, Magd.	3.	Budd, St. John's.
4.	Drew, Trin.	4.	Smyth, Trin.
5.	Whyte, Queens'.	5.	Hemery, Trin.
6.	Keane, Trin.	6.	Brett, Caius.
7.	Stanley, Jesus.	7.	Fletcher, St. John's.
8.	Hurt, St. John's.	8.	Nicholson, Trin.
	Grenville, Corp. (coxs.)		Koe, Caius (coxs.)

University.

The race was rowed on the 11th of November: the Captains, who started first, maintained their distance till about the middle of the Long Reach, where the University rapidly gained upon them, and, but for the excellence of Mr. Grenville's steering, would have bumped them at the Willows. The University steerer, supposing he had bumped them there, "easied all," but his Crew, perceiving their mistake, pulled on again and overtook the Captains, who had not ceased pulling, about fifty yards from the winning-post.

In 1847, the Race was altered to a time-race, the boats starting one hundred yards apart.

The last race, before it was discontinued, was rowed in 1848. The pace was indifferent, and the Captains won by about eight strokes.

the Captains won by abou	at eight strokes.
Captains.	University.
1. Butt, 2nd Trin.	1. Holt, Caius.
2. Law, Corpus.	2. Borrow, St. John's.
3. Swan, St. John's.	3. Bagot, 2nd Trin.
4. White, 1st Trin.	4. Holden, 3rd Trin.
5. Bagshawe, 3rd Trin.	5. Owen, 2nd Trin.
6. Dene, Sidney.	6. Wray, 2nd Trin.
7. Morse, Caius.	7. Dickson, 3rd Trin.
8. Waddington, 2nd Trin.	8. Maule, 1st Trin.
Blomfield, 3rd Trin, (coxs.)	Booth, 1st. Trin. (coxs.)

## CHAPTER IV.

### THE COLLEGE EIGHT-OARED RACES.

"Now bend up every spirit
To his full stretch, like greyhounds in the slips
Straining upon the start."—Henry V., Act iii.

### FIRST ERA.

THE starting-posts for the racing-boats, before the year 1835, were placed about a hundred yards below the present position of the floating-ferry at Chesterton. The boats raced up towards Cambridge, and the winning-post stood just below the place now occupied by "Upper" Cross's shed. The posts for starting by were placed on the Chesterton side, and consequently each boat had to steer right across the river for the corner immediately on starting. It is evident that a very inferior

boat could at once bump a good one under this disadvantage, and consequently a post was placed a little above the Roebuck inn, before which no bump could be made; and it was enacted, that any boat touching the one in front of it before this post, should lose its place.

The racing chronicles of those times are very different from those of the present day. In them the names of Boats appear and disappear without any assignable cause. One day three boats take part in the contest, on the next six or eight are enumerated, the new comers often taking precedence of those who appeared the day before. The first College race rowed on the Cam took place on the 26th of February, 1827. Four boats started—

"ineunt gravibus certamina remis Quatuor ex omni delectæ classe carinæ."

They were

- 1. Trinity, ten-oar.
- 2. Trinity, eight-oar.
- 3. St. John's, eight-oar.
- 4. Jesus, six-oar.

Fifteen races were rowed that Term, eleven in the May, and six in the October Term. At the end of the year 1827, the following was the order-

- 1. Trinity.
- 2. St. John's.
- 3. Trinity (2nd.)
- 4. Caius.
- 5. Emmanuel.

# Order at the end of 1828.

- 1. St. John's.
- 2. Trinity.
- 3. Caius.
- 4. Trinity Hall.
- 5. Peterhouse.
- 6. Corpus.
- 7. Jesus.

In this year the custom of going down with flags to the race was first introduced. About this time a singular old character with a wooden leg, named Bowtell, used to start the boats. An old skiff was bought for him by subscription, in which he sculled down every race-day to alongside of the boats. The word "ready" was passed down till every Captain passed it; Bowtell then fired a pistol, and the boats started.

The Peterhouse men entered their boat on the last race-day but one in this year. They appear to have preferred the excitement of making bumps to the honour of maintaining a high place on the river. In the Races of the following year, when they had become Head, after making a bump every day, they immediately took their boat off the river, and entering it again in a few days, would have repeated their proceeding, had they not, on becoming second, received a check from St. John's.

### 1829.

# Order after last Race.

- 1. St. John's (Lady Margaret).
- 2. Trinity.
- 3. Trinity (Independent).
- 4. Corpus.
- 5. Jesus.
- 6. Magdalene and Christ's.
- 7. St. John's (Corsair).

In this year the first union between two small Colleges took place, viz. between Caius and Trinity Hall, and Christ's and Magdalene.

The St. John's crew of this and the preceding year strengthened their constitutions by a course of training which quite throws into the shade the maxims of the Champion sculler. A writer in the Cambridge Portfolio says,

"The same spirit of maritime adventure which kept the St. John's boat at the head of the river for two years, induced the members of that immortal crew to undertake other labours connected with the great deep. They formed themselves into a bathing, or rather a diving club, with an amphibious treasurer and a subaqueous exchequer." Like "the craft" their order was divided into three degrees. One plunge at least once a month, together with a general enthusiasm for the science in which they were adepts, was a qualification for the First Degree. A weekly immersion entitled any one to pass to the second. But to be raised to the true arcanum, to be indeed "a Cheimonobaptist," no day was to be passed without a dip, unless the ice were so thick that the athletic brother, after jumping on it "in puris naturalibus," could not avail to the fracture thereof.

1830.

# Order after last Race.

- 1. Trinity.
- 2. St. John's (Lady Margaret).
- 3. St. John's (Corsair).
- 4. Trinity (Privateer).
- 5. Jesus.
- 6. St. John's (Lady Margaret 2nd).

After the races, which in this year ended with the May Term, instead of the procession or Flag-day, five or six eight-oars pulled down to Ely. About a hundred men dined at the Lamb, and the little town altogether presented a scene not often witnessed by the inhabitants.

## 1831.

Order in "Procession."

- 1. Trinity.
- 2. St. John's (Lady Margaret).
- 3. St. John's (Corsair).
- 4. 2nd Trinity.
- 5. Jesus.
- 6. Emmanuel.
- 7. Caius.
- 8. Christ's.
- 9. Clare.
- 10. Queens'.

Trinity and St. John's held the first place, alternately, throughout the greater part of this year. Queens' appeared for the first time in these races. The Magdalene chronicles say the boat was nicknamed the Teakettle, because Queensmen were supposed to drink tea extensively. When it became high it was called "The Flying Teakettle." In 1834 it gained the more honourable title of "The

Glorious Six-oar," from the fact that, with only six oars in the boat, they kept away from Trinity till close upon the winning-post.

## 1832.

# Order of first Five in Procession.

- 1. Trinity.
- 2. Clare.
- 3. St. John's.
- 4. Queens'.
- 5. Jesus.

In this year so many boats appeared on the river, that it was necessary to divide them into two classes; the first boat in the second division having the power of challenging the last in the first division to row a bye-race. A boat entered this year from Trinity called "The Tobacco Pipes and Punch Bowl;" the Crew are said to have assumed this title as a contrast to another club in Trinity which they called "The Hallelujahs" or "Reading Trinity."

### 1833.

# Order of first Five in Procession.

- 1. Christ's.
- 2. Queens'.
- 3. Trinity.
- 4. Caius.
- 5. 2nd Trinity.

In the May Term, Trinity and Queens' bumped each other alternately for four races; Queens' making their bump early in the race each day, Trinity near the end. As a proof of the advantage which any boat behind another had in the start, and of the curious results which sometimes sprung from the starting arrangements, it is recorded that in a race this year the last of three boats was not allowed to count a bump against the second, because it (the third boat) had touched the *first* of the three before the bumping-post.

## 1834.

Order of first Five in Procession.

- 1. 3rd Trinity.
- 2. 1st Trinity.
- 3. 2nd Trinity.
- 4. Queens'.
- 5. Christ's.

In this year a rule was made, that the successful boats should return with their flags up. There were then nineteen boats on the river. Third Trinity became Head, having scarcely rowed a race without making a bump since it became an eight-oar.

## SECOND ERA.

In the year 1835, a new era in the history of the Races may be said to have commenced. The locks at Chesterton were removed, and the river above rendered unfit for racing on. Accordingly the starting-posts were removed to nearly their present position, (the first post being about two hundred yards above the corner), and the winning-post was placed near the site of the old Chesterton locks, where a dyke divides Chesterton Common from the Upper Willows. The starting-posts were one hundred and forty\* feet apart, and the signal was given by a gun which fired three times, with an interval of three minutes between each report; the first being fired when the head boat reached its moorings; at the last, all took their chance of starting.

Five races were rowed in the Lent Term and six in the May.

## 1835.

Order of first Five in Procession.

- 1. 2nd Trinity.
- 2. 1st Trinity.
- 3. Magdalene.
- 4. 3rd Trinity.
- 5. Trinity Hall.
- \* In the old course they were only ninety feet apart.

### 1836.

Order of first Five in Procession.

- 1. Corpus.
- 2. Caius.
- 3. 1st Trinity.
- 4. St. John's.
- 5. 2nd Trinity.

The St. John's men appeared this Term in a new boat, built by Chandler and Hunt. A contemporary chronicler speaks of her in glowing terms, as "beautifully light, weighing only 4 cwt., and fifty-two feet long." It was called on the river the St. John's Long-boat.

## 1837.

Order of first Five in Procession.

- 1. St. John's.
- 2. Caius.
- 3. 1st Trinity.
- 4. 3rd Trinity.
- 5. Corpus.

One day during this year, after an exciting race between two lower boats, the 2nd Trinity second, and the 3rd Trinity second, the latter made their bump. The Captain of the former, however, had a resource which was evidently unexpected. He objected to the bump because neither steerer had hold of his starting-rope.

The first five Captains met to decide on the knotty point. Witness after witness was sent up to give evidence. One gave it as his solemn opinion that the boats, when the last gun was fired, were the right distance apart; the next, sent up by the opposite side, that they were too near by ten yards; a third, saying that the space between them was, if anything, too great, was followed by a flat contradiction from the next witness, each of course giving his opinion. The number of witnesses on each side seemed to be about equal, and it was gravely suggested that those persons who saw the start, should hold up their hands according to their opinions, and that the majority should carry the day. "Stop," exclaimed a member of the judicial body, "toss up for it!" The proposal was agreed to; the 2nd Trinity Captain gave his opinion as to the ultimate position of the revolving silver. He was right, and his boat kept its place.

The first Crew is said to have performed the distance in the shortest time ever known at that period, viz. 7 min. 40 sec. The course was then about a hundred yards longer than it is now, the first post being two hundred yards above the corner, and the winning-post about three hundred yards above its present position.

1838.

Order of first Five in Procession.

- 1. St. John's.
- 2. 1st Trinity.
- 3. Caius.
- 4. 3rd Trinity.
- 5. 2nd Trinity.

One race this year was put off by a catastrophe, which acted as a considerable damper upon the spirits of some thirty or forty men who were to have engaged in it. The floating bridge at "Upper" Cross's upset with all its living burden, and three of the crowd of men upon it were nearly drowned, being taken out of the river insensible.

The Caius Crew, though they started at a great pace, could not keep away from 1st Trinity over the course. In the first race, to use the words of a contemporary writer, "the St. John's men were hard pressed at first, the Caius having put on a 'spurt,' which Baldock, sen., who was on the bank, declared to have been the finest he could possibly conceive."

#### 1839.

# Order of first Five in Procession.

- 1. 1st Trinity.
- 2. 3rd Trinity.
- 3. Caius.
- 4. Magdalene.
- 5. St. John's.

### 1840.

# Order of first Five in Procession.

- 1. Caius.
- 2. 1st Trinity.
- 3. 3rd Trinity.
- 4. Jesus.
- 5. 1st Trinity (2nd.)

## 1841.

# Order of first Five in Procession.

- 1. Caius.
- 2. Jesus.
- 3. Peterhouse.
- 4. 1st Trinity.
- 5. St. John's.

In this year, some most exciting races took place between Caius and 1st Trinity, and Caius and Jesus. Jesus gained the first place in the Easter Term, but lost it on the last race-night but one. Nearly all the high boats had one "non-resident" among their Crews this year, and Caius had sent for three of

their old crew from London, by whose help they bumped the Jesus back again. To prevent this, a law was passed limiting the Crews to men actually in residence.

### 1842.

Order of first Five in Procession.

- 1. Peterhouse.
- 2. 1st Trinity.
- 3. Jesus.
- 4. Magdalene.
- 5. St. John's.

The first boat did the distance in about 7 min. 10 sec. They were not at all a first-rate crew, and though Head, had only one man in the University Boat of the year.

## 1843.

Order of first Five in Procession.

- 1. 1st Trinity.
- 2. Peterhouse.
- 3. Caius.
- 4. Magdalene.
- 5. St. John's.

The 1st Trinity became Head in the first race of the year, and kept the place with ease throughout the races, being not once hard pressed. They performed the distance in 6 min.

45 sec., which was then thought very good time.

#### 1844.

Order of first Five in Procession.

- 1. Caius.
- 2. 1st Trinity.
- 3. 2nd Trinity.
- 4. 3rd Trinity.
- 5. Magdalene.

In this year so many boats appeared that it was determined that only twenty-eight should row on the regular race-days, and the rest on alternate days; the first boat in these trial or "slogger" races being entitled to row last on the regular race-days. The first Crew this year was a very good one, and performed the distance in 6 min. 30 sec.

<sup>&</sup>quot;Slogger" derived from "slow goer." In the same way a similar word applied to second Crews, "cannibals" is generally said to be derived from "canna pull;" but the Magdalene books say, "the name was given by the 1st Trinity to their second crew in 1832, because its Captain, Carlton, was called 'cannibal Carlton' by his friends." Whether the name was given to Mr. Carlton because he could not pull, or from any anthropophagous propensities, I cannot say: the honourable position of his name, page 14, seems to contradict the former hypothesis.

### 1845.

Order of first Five in Procession.

- 1. 1st Trinity.
- 2. 2nd Trinity.
- 3. St. John's.
- 4. Caius.
- 5. 1st Trinity (2nd.)

In the Lent Term of this year a new feature was introduced in the aquatic world at Cambridge, by the employment of London watermen to "coach" the Crews. This measure was much opposed by many distinguished rowing men, chiefly on the ground that the steerers could not be supposed to learn their duties while their places were continually usurped by watermen. However, it cannot be denied that much good has resulted from its adoption, and many of the best oarsmen in Cambridge can trace their first ideas of pulling to the able assistance of Coombes and the veteran Noulton.

There were some splendid races this year between the first three boats, and so strongly did it appear that the Lady Margaret was the fastest of the three, that the Club resolved to compete with their rivals the 1st Trinity in a breast-race at Henley. Vide chap. VI.

### 1846.

# Order of the first Five,

At the End of Lent Term. In the Procession.

 1. 1st Trinity.
 1. 1st Trinity.

 2. St. John's.
 2. St. John's.

 3. 2nd Trinity.
 3. 3rd Trinity.

 4. 3rd Trinity.
 4. Magdalene.

5. 1st Trinity, (2nd). 5. St. John's, (2nd).

In this year four boats were obliged to take off the river, in order that the first boat might start four posts lower, the Railway Bridge having cut off the last part of the course, well known as the Upper Willows. At the beginning of the Lent Term, the first four boats were outriggers. Of these the second boat (2nd Trinity) went down to sixth, and the fourth boat (Caius) to twelfth. The fate of these two boats would be a useful fact for Charon in his philippics against outriggers.

## 1847.

# Order of the first Five,

At the End of Lent Term. In the Procession.

1. 1st Trinity.
 2. St. John's.
 3. 1st Trinity.
 4. 2. St. John's.

3. 3rd Trinity.
 4. Magdalene.
 3. 3rd Trinity.
 4. Magdalene.

5. St. John's, (2nd). 5. St. John's, (2nd).

The first seven boats kept their places throughout the Lent Term, the only exception being in the case of 3rd Trinity, who having lost an oar were bumped on the first day, but regained their place on the second. The 1st Trinity nobly maintained their position through this and the preceding year, being hard pressed in almost every race by the Lady Margaret.

### 1848.

# Order of the first Five,

# At the End of Lent Term. In the Procession.

- 3rd Trinity.
   1. 3rd Trinity.
   2. 1st Trinity.
   2. 2nd Trinity.
- 3. 2nd Trinity.
  3. Sidney.
  4. Corpus.
  4. Caius.
- 5. Sidney. 5. 1st Trinity.

There were some very fine races this year among the high boats. The 2nd Trinity made their bump in the Easter Term, but lost the "Head of the River" two evenings after, being stopped by some barges.

### 1849.

# Order of the first Five,

#### At the End of Lent Term. In the Procession. 1. 2nd Trinity. 1. 3rd Trinity. 2. 2nd Trinity. 2. 1st Trinity. 3. 3rd Trinity. 3. St. John's. 4. Emmanuel. 4. 1st Trinity. 5. St. John's.

5. Cains.

The 3rd Trinity were severely pressed every race in the Lent Term, but maintained their place till the first evening of the May Term. 1st Trinity were bumped by Lady Margaret, at Ditton, on the last day of the Lent Term, "stroke" having broken his oar just as the boats (being very close together) were opposite the Plough. They regained their position on the first race-day in the May Term. The Sidney men, after an upward and glorious career extending over three years' races, all took their degrees; their Crew was consequently broken up, and their boat went off the river.

### 1850.

# Order of the first Five,

	J ,
At the End of Lent Term.	In the Procession.
1. 1st Trinity.	1. 1st Trinity.
2. 3rd Trinity.	2. 3rd Trinity.
3. St. John's.	3. St. John's.
4. Christ's.	4. Emmanuel.
5. 2nd Trinity.	5 2nd Trinity

The 1st Trinity regained their usual position on the first race-day of the Lent Term. The Lady Margaret gained their two places by spurting into their opponents at first post corner. The Crew, however, could not keep up the pace at which they started long enough to bump the 3rd Trinity. Nearly every race they got close to them at Grassy, but were tailed-off in the Long Reach.

## 1851.

# Order of the first Five,

At the End of Lent Term. In the Procession

1100 Ziva oj 210100 Z 01 110.	110 0100 1 1000331016.	
1. St. John's.	1. 1st Trinity.	
2. 1st Trinity.	2. St. John's.	
3. 3rd Trinity.	3. 3rd Trinity.	
4. Emmanuel.	4. 2nd Trinity.	
5. 2nd Trinity.	5. St. John's, (2nd).	

The St. John's men inspirited by their suc-

cesses in the October Term, made a vigorous and successful effort to become "Head of the River." Had they not unfortunately lost their "stroke" before the May Races, the Club would most probably have held the post of honour throughout the year. In these races there was always a considerable interval in the Long Reach, between the second and third boats, and a far greater between the third and fourth.

## 1852.

Order of the first Five, At the End of Lent Term.

- 1. 1st Trinity.
- 2. St. John's.
- 3. 3rd Trinity.
- 4. Emmanuel.
- 5. Magdalene.

The racing this Term was very good, the first three boats being nearly equal to one another. Before the races considerable odds were given against 1st Trinity's maintaining its position, and many expected the boat to be third, or even fourth, by the end of the Term. The Crew however, nothing daunted, trained and practised together with the utmost

regularity; they had the able "coaching" of Phelps, and the encouragement and advice of several of their old members. Their efforts were crowned with success, and well do they deserve the position they have maintained.

# 1st Trinity Crew.

Head of the River, March, 1852.

- 1. C. Galton.
- 2. L. Stamer.
- 3. Harvey.
- 4. W. Whitley.
- 5. H. Brandt.
- 6. H. B. Foord.
- 7. Wilkinson.

W. Freshfield, (stroke).

E. Freshfield, (coxs).

# CHAPTER V.

GRAND MATCHES AT LONDON.

CAMBRIDGE v. OXFORD, AND v. LEANDER.

Captain (loquitur). "And how would I do it, think you? Why thus, Sir. I would select seven more to myself throughout the land; gentlemen they should be; of good spirit, strong and able constitution. I would choose them by an instinct that I have. And I would teach these seven the especial rules till they could all play very near, or altogether, as well as myself. This done, we eight would come into the field on the 10th of March, or thereabout, and challenge eight of the enemy. They could not in their honour refuse."—Every Man in his Humour.

ALTHOUGH I intend to confine myself in this chapter to the Grand Matches rowed at London, it will perhaps introduce the subject better if I mention the first recorded contest between Oxford and Cambridge, and its origin.

On the 12th of March, 1829, the following notice was posted in Mr. Davis's barge, Oxford:

"The University of Cambridge challenge the University of Oxford to row a match at or near London, each in eight-oared boats, during the ensuing Easter Vacation."

The Oxford men wrote to put off the race till Whitsuntide, and named Henley as the place.

The following Crew was sent from Cambridge:

- 1. Holdsworth, Trinity.
- 2. Bayford, Trin. Hall.
- 3. Warren, Trinity.
- 4. Merivale, St. John's.
- 5. Entwisle, Trinity.
- 6. Thomson, Jesus.
- Selwyn, St. John's.
   Snow, St. John's (stroke).
   Heath, Trinity (coxs.).

The Cambridge Crew rowed in a boat built by Searle. The match came off on the 10th of June, in the Two-mile Reach from Hambleton Lock to Henley Bridge. The Oxford Crew soon began to draw ahead, and won by a considerable distance.

On account of the distance of Henley, the Cambridge men were naturally very anxious to fix a match to be rowed at London. After much negociation, the Oxford at last, in 1836, agreed to row against them at London on the 17th of June. The time and place having been agreed upon, the next difficulty was to settle the distance to be rowed. The Oxford men wished to row a short distance, while the Cambridge were anxious to row over the London "out-and-out" course, from Westminster to Putney, with the tide. It was eventually settled that the match should be rowed at high-water from Westminster to Putney, and at twenty minutes past four o'clock the rival boats started, in a deluge of rain. Cambridge, having won the toss, were on the Middlesex side, and their steerer, having hold of a rope fastened to a buoy, judiciously allowed his boat to drift into the stream of the arch, while the Oxford Crew, to get the greatest possible length of rope, started in the eddy of the arch.

The Cambridge Crew gained on their opponents from the first stroke, and though the other Crew made several decided pushes, they never had the shadow of a chance. At Milbank, seven to one was offered on Cambridge, though the betting at starting was six to four

against them. At Vauxhall, Cambridge was well ahead, and came in winners at Putney by about five hundred yards.

The following were the Crews:

Cambridge.	Oxford.
1. Solly, 1st Trin.	1. Carter, Joh.
2. Green, Caius.	2. Stevens, Exet.
3. Stanley, Jesus.	3. Baillie, Ch. Ch.
4. Hartley, Trin. Hall.	4. Harris, Magd.
5. Jones, Caius.	5. Isham, Ch. Ch.
6. Keane, 1st Trin.	6. Penefather, Ball.
7. Upcher, 2nd Trin.	7. Thompson, Jesus.
Granville, Corp. (stroke).	Moysey, C. C. (st.).
Egan, Caius (coxs.).	Davies, Jes. (coxs).

The Cambridge Crew rowed in the Corpus boat, built by Logan; Oxford in the Christ Church boat, built by King and Davies. The attendance of cutters upon the race was very great; the Oriel, Lady Margaret, Leander, and many others.

About this time a Subscription Room for Cambridge men was opened at Searle's in London; its members sometimes raised a very good crew, and some of their achievements at Henley are mentioned in Chapter VI.

#### 1837.

# Cambridge v. Leander.

The University of Cambridge not being able to come to terms with Oxford for a race this year, determined to send a challenge to the Leander, which had long been the first Boatclub in London. The challenge was accepted, and the race was fixed for the 9th of June, from Westminster to Putney. The Leander having stipulated that they should be steered by their waterman, Parish, the Cambridge men engaged Noulton as their trainer and coxswain. His excellent steering and generalship proved of signal advantage to them in the race.

The two boats were started by Mr. E. Searle about half-past five o'clock, Mr. Bishop acting as umpire. The Cambridge men having won the toss, were on the Middlesex side, and both Crews dashed off at a desperate pace. At Lambeth Palace the Leander had succeeded in drawing nearly a length ahead. The Cantabs, however, kept at it, and soon regained their lost ground: they passed under Vauxhall Bridge a trifle in advance, and at the Red House had increased their lead to two

lengths. The Leander made a desperate spurt at Battersea and again at Wandsworth, but could not come up with their opponents. The Cambridge Crew won by about six seconds, having rowed the distance in thirty minutes and a quarter.

The Leander rowed in rather a bad boat, built by Springall of Putney, Cambridge in a boat by Searle.

The following were the Crews:

Cambridge.	Leander.
1. Nicholson, 1st Trin.	1. Shepheard.
2. Green, Caius.	2. Layton.
3. Budd, St. John's.	3. Wood.
4. Keane, 1st Trin.	4. Lloyd.
5. Brett, Caius.	5. Sherrard.
6. Penrose, 3rd Trin.	6. Dalgleish.
7. Fletcher, St. John's.	7. Lewis.
Granville, Corp. (stroke).	. Horneman (stroke).
Noulton (coxs.)	Parish (coxs.)

A return match was rowed in the following year, over the same course. At starting, the Leander went slightly ahead, and preserved their lead till nearly opposite Chandler and Hunt's, where the Cambridge Crew came up to them, but were unable to pass in conse-

quence of the Leander being laid across their course. The boats cleared several times, but the Cambridge was unable to get ahead in consequence of the fouling. After a considerable time had been spent in fruitless altercation, Mr. E. Searle, the umpire, gave it "No Race"! The Leander declined rowing over again.

#### 1839.

The second Grand Match between the two Universities was rowed this year from Westminster to Putney. The Cambridge crew was again successful. They rowed the distance in thirty-one minutes, beating their opponents by one minute and a-half.

The following were the Crews:

# Cambridge.

- 1. Shadwell, Joh.
- 2. Smyth, 1st Trin.
- 3. Abercromby, Caius.
- 4. Paris, Corp.
- 5. Penrose, 3rd Trin.
- 6. Yatman, Caius.
- 7. Brett, Caius.
  Stanley, Jes. (stroke).
  Egan, Caius, (coxs.).

# Oxford.

- 1. Lee, Queen's.
- 2. Compton, Merton.
- 3. Maberly, Ch. Ch.
- 4. Garnett, Ch. Ch.
- 5. Walls, B. N. C.
- 6. Hobhouse, Ball.
- 7. Powys, Ball.

Bewick, Univ. (str.)
Foulkes, Exet. (coxs.)

#### 1840.

The Race this year took place on the 15th of April. Cambridge were the favourites at starting, as they had won twice before over the same course, and the 1st Trinity had won the Grand Challenge Cup at Henley in the previous year, beating Wadham and the Oxford Etona.

The Oxford Crew rowed in a boat built by Hall, and averaged eleven stone; Cambridge in a boat from Searle's, their average weight being eleven stone and a-half.

The following were the rival Crews:

Cambridge.	Oxford.
1. Shadwell, Joh.	1. Mountain, Mert.
2. Massey, 1st Trin.	2. Pocock, Mert.
3. Taylor, 2nd Trin.	3. Maberly, Ch. Ch.
4. Ridley, 1st Trin.	4. Rogers, Ball.
5. Uppleby, Magd.	5. Walls, B. N. C.
6. Penrose, Magd.	6. Royds, B. N. C.
7. Jones, Magd.	7. Meynell, B. N. C.
C. Vialls, 3rd Trin.	
Egan, Caius (coxs	Garnett, Exet. (coxs.)

The Oxford Crew having won the toss took the Surrey side, and got considerably the best start. At the Spread Eagle they were three lengths in advance. Here, however, Cambridge began to gain, and after a capital struggle near the Red House, drew ahead on approaching Battersea Bridge, and passed under the centre arch of Putney Bridge before the Oxford, but only by three-quarters of a length.

Considering the immense distance of the course, and the spirit which each Crew exerted all through, this was probably the best contested and most exciting race ever witnessed. One feels inclined to say with old Froissart, "I wolde it had cost me largely I had beene there." The distance, five miles and a-half, was rowed in rather less than thirty minutes by the referee's stop-watch.

The day was concluded by a dinner at the Bells Tavern, Mr. Vialls, as captain of the winning crew, taking the chair, and the greatest enthusiasm and harmony prevailed.

# 1841.

On the 14th of April, the fourth Grand Race at London was rowed between the Universities. Searle built both boats for the occasion. They were about fifty-two feet in length.

# The following were the Crews:

	Cambridge.	Oxford.	
1.	Croker, Caius.	1. Bethall, Exet.	
	Denman, Magd.	2. Richards, Ch. Ch	
	Ritchie, 1st Trin.	3. Mountain, Merton	
	Ridley, Jesus.	4. Royds, B. N. C.	
5.	Cobbold, Pet.	5. Hodgson, Ball.	
	Penrose, Magd.	6. Lea, B. N. C.	
7.	Denman, 1st Trin.	7. Meynell, B. N. C	
	Vialls, 3rd Trin. (stroke).	J. Cocks, B. N. C.	
	J. Croker, Caius, (coxs.)	Wollaston, Exet. (	

Cambridge won the toss, and chose the Surrey side. Resolving not to be left behind at starting, as in the race of the previous year, they went off at a slashing pace. In the Oxford boat, No. 6 lost his oar at starting, and notwithstanding their most gallant efforts the Oxonians never could recover their lost ground, and were soon completely tailed. The Cambridge Crew won by about one minute, rowing easily the latter part of the course. An amusing mistake occurred near the close of the race: the Cambridge Subscription Rooms Crew had rowed ahead of the contending boats till near Putney Bridge, where they easied, and turned aside to let them pass; they afterwards

spurted after the Oxford Crew, and from the similarity of their uniform, were mistaken for the Cambridge University Crew by many of the spectators, who accordingly sent off pigeons to say the Oxford had won.

#### 1842.

The Match at London this year came off on Saturday the 11th of June. The odds in favour of Cambridge were at one time three or four to one, but were reduced to five to four on the appearance of the Oxonians, who were evidently a very fine crew, and determined to regain their lost laurels.

The Cambridge boat was built by Searle, that for the Oxford Crew by King. The following were the Crews.

Oxford.		Cambridge.		
1.	Macdougall, Magd.	1.	Tower, Joh.	
2.	R. Menzies, Univ.	2.	L. Denman, Magd.	
3.	Breedon, Trin.	3.	Watson, Jesus.	
4.	Brewster, Joh.	4.	Penrose, Magd.	
5.	Bonne, Oriel.	5.	Cobbold, Pet.	
6.	Cox, Trinity.	6.	Royds, Christ's.	
7	Hughes, Oriel.	7.	G. Denman, 1st Trip	

F. Menzies, Univ. (str.)

Shadwell, Ball. (coxs.)

F

Ridley, Jesus, (stroke).

Pollock, 3rd Trin. (coxs.)

A good start was effected at a quarter to four o'clock. Oxford had won the choice of sides, and drew a little in front at first. The Cambridge Crew however soon came up with them, and by degrees obtained a slight lead. This advantage they lost on passing a barge moored off the Horse-Ferry, by being obliged to take the outside and then to make a considerable curve to regain their old course. the Spread Eagle Oxford was a length in advance, which at the Red House they had increased to three. Here the Cambridge men made a desperate effort for success, but to no purpose. Oxford won by fifteen seconds, rowing the distance in thirty minutes and a half

#### 1844.

As a University Match could not be settled for the Easter Vacation of this year, the Cambridge men resolved to contend for the Gold Challenge Cup at the Thames Regatta, for which Oxford and the Leander had already entered.

The following were the University Crews:

# Oxford.

# Cambridge.

1.	Stapylton, Merton.	
9	Snottiswood Rall	

- 1. Raven, Magd.
- 3. Milman, Ch. Ch.
- 2. Venables, Jesus.
- 4. Morgan, Ch. Ch.
- 3. Mann, Caius. 4. Cloves, 1st Trin.
- 5. Buckle, Oriel.
- 5. Brooks, 1st Trin.
- 6. Dry, Wadham.
- 7. Wilson, Ch. Ch.
- 6. Richardson, 1st Trin. 7. Nicholson, 1st Trin.
- Tuke, B. N. C. (stroke). Shadwell, Ball. (coxs.) Egan, Caius, (coxs.)

Arnold, Caius, (stroke).

The three rival Crews started well together, Oxford being on the Middlesex side. Their positions, however, were soon materially altered. At the end of the first half-mile, the Oxford Crew was in advance, and they won eventually without much difficulty by about six lengths. Cambridge beat the Leander by about the same distance.

#### 1845.

On the 15th of March, the grand match between Cambridge and Oxford was rowed at London, from Putney Bridge to a boat moored off the Church at Mortlake, distance 4 miles 1 furlong.

Oxford.

Haggard Ch Ch

# The following were the Crews:

Cambridge.

1 Mann Cains

	maini, Calus.	1.	maggard, Ch. Ch.
2.	W. Harkness, Joh.	2.	Stapylton, Mert.
3.	Lockhart, Christ's.	3.	Milman, Ch. Ch.
4.	Cloves, 1st Trin.	4.	Lewis, B. N. C.
<b>5.</b>	Arnold, Caius.	<b>5</b> .	Buckle, Oriel.
6.	R. Harkness, Joh.		Royds, B. N. C.
7.	Riehardson, 1st Trin.		
			Tuke, B. N. C. (stroke).

The race was rowed about 6 o'clock in the day, the weather being most inclement, and the water very rough. Cambridge won without much difficulty by about five lengths.

Munster, 1st Trin. (coxs.) Richards, Exet. (coxs.)

# 1846.

The rival Crews in the great match of this year were as follow:

year were as follow:	
Cambridge.	Oxford.
1. Murdoch, Joh.	1. Polehampton, Pemb.
2. Holroyd, 1st Trin.	2. Burton, Ch. Ch.
3. Clissold, 3rd Trin.	3. Heygate, Mert.
4. Cloves, 1st Trin.	4. Penfold, Joh.
5. Wilder, Magd.	5. Conant, Joh.
6. Harkness, Joh.	6. Royds, B. N. C.
7. Wolstenholme, 1st Trin.	
Hill, 2nd Trin. (stroke).	
	) Soames, Joh. (coxs.)
• • • •	, (*****)

The race was rowed at high water, about 12 o'clock in the day, from Mortlake to Putney Bridge. Both Crews were in the highest state of spirit and confidence, though the Cambridge were slightly the favourites.

As soon as the word was given, both boats dashed away at a tremendous pace, and rowed side by side, oar to oar, nearly the whole distance. It was a most exciting spectacle. Sometimes the oars actually overlapped, but at length the Cambridge men drew a little ahead, and gradually increasing their distance, came in the winners by about two boats lengths.

The race was one of the hardest and fastest ever rowed, the distance, four miles one furlong, being performed by the winners in 21 min.

5 sec.

## 1849.

As two years had passed without a race at London between the two Universities, the contest fixed for March the 29th in this year, was looked forward to with great interest by all parties.

# The following were the Crews:

Cambridge. Oxford.

1. Proby, 2nd Trin. 1. Wauchope, Wadham.

2. Jones, 2nd Trin. 2. Chitty, Ball.

3. De Rutzen, 3rd Trin. 3. Tremayne, Ch. Ch.

4. Holden, 3rd Trin. 4. Burton, Ch. Ch.

5. Bagshawe, 3rd Trin. 5. Steward, Univ.

6. Waddington, 2nd Trin. 6. Mansfield, Ch. Ch.

7. Hodgson, 1st Trin. 7. Sykes, Worcester.

Wray, 2nd Trin. (str.) Rich, Ch. Ch. (stroke). Soames, Joh. (coxs.)

On the day of the Race both Crews appeared at Putney Bridge about half-past five o'clock, just after a squall of wind and rain, which left the water muddy and rough. The Cambridge Crew, having won the toss, chose the Middlesex side of the middle arch. Their rivals, soon after the start, began to take the lead, and in a short time had drawn a boat's length in front, but were pulling a very quick and "gruelling" At Hammersmith Cambridge began stroke. to regain its lost ground, and soon gallantly passed the Oxford in a spurt. It was now nothing but a "tail-race," the Oxonians, through bad training, being completely shut up. The Crews passed under the scaffolding

of the Railway Bridge about six boat-lengths apart, and Cambridge won eventually by about 150 yards, reaching the goal off Mortlake church in 22 min. 10 sec.

The Oxford men this year shewed an unusual eagerness to recover their lost laurels, and challenged Cambridge to row them again in December, though aware that they would meet nearly the same crew as that which had achieved the signal triumph at Easter.

The Crews were as follow:

# Oxford. Cambridge.

- 1. Hornby, B. N. C. 1. Baldry, 1st Trin.
- 2. Houghton, B. N. C. 2. Pellew, 3rd Trin.
- 3. Woodhouse, Exet. 3. De Rutzen, 3rd Trin.
- 4. Chitty, Ball. 4. Holden, 3rd Trin.
- Aitkin, Exet.
   Bagshawe, 3rd Trin.
   Stuart, Oriel.
   Miller, 3rd Trin.
- 7. Sykes, Worcester. 7. Hodgson, 1st Trin.
  Rich, Ch. Ch. (st.) Wray, 2nd Trin. (st.)
  Cotton, Ch. Ch. (coxs.) Booth, 1st Trin. (coxs.)

The day of the Race, Dec. 15th, was rough and cold. At about half-past two o'clock the boats took up their stations at Putney Bridge, Cambridge on the Surrey and Oxford on the

Middlesex side of the centre arch. Immediately after the start the Cambridge men began to draw a-head, and were soon clear of their opponents, taking their water at the first corner. This continued till Hammersmith, where the Cambridge steerer endeavoured again to take the inside of the corner. The Oxford boat, however, was too close behind, and, putting on a spurt, bumped the Cambridge, as they crossed, about stroke's rowlock, and claimed a foul. Both Crews went on steering wildly, the Oxford soon regaining most of the ground lost by stopping after the foul. Cambridge came in about two lengths ahead, but lost the race by the umpire's decision, in an unsatisfactory manner it must be owned, but fairly in accordance with the new Rowing regulations.

# 1852.

After another interval of two years, a Match at London between the two Universities was arranged for the third of April.

# The following were the Crews:

	Oxford.		Cambridge.
1.	Prescott, B. N. C.	1.	Macnaghten, 1st Trin.
2.	Greenall, B. N. C.	2.	Brandt, 1st Trin.
3.	Nind, Ch. Ch.	3.	Tuckey, Joh.
4.	Buller, Ball.	4.	Foord, 1st Trin.
5.	Denne, Univ.	5.	Hawley, Sid.
6.	Houghton, B. N. C.	6.	Longmore, Sid.
7.	King, Pemb.	7.	Norris, 3rd Trin.
	Chitty, Ball. (str.)		Johnson, 3rd Trin. (str.)
	Cotton, Ch. Ch. (d	coxs	c.) Crosse, Caius, (coxs.)

The Oxford men were trained for the contest by an amateur named Egan, the Cambridge by R. Coombes. Both Crews, on their arrival in Town, were very confident of success. However, after they had taken a few trials over the course, those who were best qualified to give an opinion pronounced in favour of Oxford. Their style and time were almost faultless, and in point of strength and training it was said they were quite equal, if not superior, to their rivals. "Charon," in a letter published on the morning of the race, declared that "barring a foul, Oxford must win," and hinted in dark and oracular language at faults possessed by individuals in the rival Crews; Cambridge,

in his opinion, having a majority of the delinquents.

The day of the Race was very fine, with rather a strong easterly wind. About a quarter to two o'clock the rival boats started, Mr. E. Searle giving the word, and C. Selwyn, Esq., acting as umpire. Both Crews went off at a tremendous pace for some hundred yards, when Oxford obtained a slight advantage, which they kept improving to the point. On nearing Hammersmith Bridge, Cambridge appeared to be regaining some of the lost ground, and it was hoped, by their method of steering, they would "come out level"; but it was not so, for Oxford, on reaching Chiswick Eyot, were well ahead and improving their distance every stroke. The race may be considered to have been over at this point, and in spite of the most gallant exertions of their rivals, the Oxonians were victorious by about six boats' lengths. The Cambridge men were universally allowed to have rowed a very plucky stern-wager (for such it was nearly the whole way), their time being under twenty-two minutes.

The performance of the Oxford Crew fully justified the opinions previously expressed by their friends; it was quite a treat to any one (except a Cambridge man) to see their rowing, and the losers may fairly console themselves with the thought, that to have been beaten by such a Crew is no disgrace, to have beaten them would have been indeed a victory.

In concluding this Chapter I hope it will not offend any of those in authority in the C. U. B. C. if I make a few remarks on that important point—the selection of a University Crew. And first, a few words in reference to the Cambridge Crews of 1849. They were both at Easter and in December composed entirely of Trinity men. This gave some offence to many both at Cambridge and Oxford; to the former because they did not think the University fairly represented by what they called a Trinity Crew, to the latter because their University had to row against, and, in one instance, be beaten by one College in Cambridge.

Any one, however, who looks at the position of the Boats on the Cam in that year, will at once admit these objections to be groundless. The first three boats on the River were

those of the Third, Second, and First Trinity Boat-Clubs; and in most years the eight best "oars" in the University will be found in the first three boats. Occasionally a first-rate "oar" may be found in a very low boat, as in the present year (1852), when two men quite worthy of the place were selected from the boat of a small College, fifteenth on the River.

The objection then to the Crews of 1849, may, I think, be fully answered by this fact, together with the firm conviction which most men at Cambridge rightly hold, that those who have the selection of a Crew entrusted to them will impartially choose the best men, according to their judgment.

Next as to the choosing a crew of eight men out of the hundred and twenty "first-boat" men who row in the Races. And here I should like to adopt an Italian chess maxim, "never make a good move without first looking out for a better"—never choose a good Crew without first looking out for a better. To do this it is of course an advantage to bring as many men as possible into prominent notice. A good judge of rowing, who had observed the boats for some days, might easily

pick out eight of the best men for style and strength. Practise them together by all means as soon as possible. But why should not this judge of first-rate rowing be able to discover eight more among so many, who would form a very fair second or "reserve" Crew? Let these two boats go down regularly for about a fortnight, or even more, and let changes be made in the boat whenever and whereever they may seem to be required. I think several good results would spring from this arrangement. Each man in the first boat would be on his mettle the whole time, knowing his place, (if he shewed any deficiency), might be easily and at once supplied from the second Crew. Each man in the second Crew would equally endeavour to distinguish himself, and would give some attention to training, so that he might be in that respect able to do his work in the first boat if required.

I think there would be no difficulty in finding men to row regularly in the second Crew, for as it is a great honour to a rowing man to be in the University Crew, so it would be no slight distinction to be one of those who were "next out of" it. More uniformity of style would also be attained, and in the case of those in the "reserve" boat who might be "in their second year," a good foundation would be laid for the next University match.

In the event of the sudden illness of any one of the first Crew, it is obvious that a man who had been rowing regularly would be much better qualified to take his place than one who was entirely out of training and had given up all thoughts of being in the Crew.

These few remarks, in which I think there is nothing particularly novel or startling, are chiefly due to the suggestion of rowing friends; if any of them are favourably received and prove useful, I shall be very glad that I have inserted them.

# CHAPTER VI.

#### A DAY AT HENLEY.

"Expectata dies aderat; ferit æthera clamor Nauticus, adductis spumant freta versa lacertis."—Virg.

ONCE a year the little station of Twyford, on the Great Western Railway, exchanges its wonted dulness for a scene of bustle and activity. The appearance of the Station-yard about ten o'clock on that day, sufficiently indicates to a stranger that something is about to come off. Vehicles of all sorts and sizes, from the four-horse drag to the plebeian market-cart, are chartered for the occasion. "To Henley direct!" "Henley Regatta this day!" "Grand Challenge Cup! exciting contest expected!" are some of the phrases which the ingenuity of Mr. Gale and other coach proprietors devises to attract attention. The

majority of the equipages sport the Oxford purple as their colors, though a few bear the light blue to attract the Cambridge men whom the London trains bring down.

The station bell rings, announcing the train from Oxford; in a few minutes a rush of men takes place from every carriage, and past the ticket-porter, who ought to have twenty pair of hands to collect all the tickets that are offered to him at once; and coach, dog-cart, and fly are seized upon by eager passengers.

The beauties of the road-side scenery are not much regarded as the loaded vehicles sweep past. Soon the beautiful Bridge and Church of Henley are hailed with acclamation. The River too begins to present an animated spectacle. Small steam-boats and barges, fitted up for the occasion, are bringing up their pleasure-seeking crowds from Reading, Maidenhead and Marlow. Each boat has its band of music, to amuse its passengers, and to give notice of its approach to the different wharfs where it puts in on the way.

It is now about twelve o'clock, and the first race of any interest does not come off till one. So, after mutual greetings, knots of newly-found acquaintances sally forth to buy rosettes, light-blue or purple, as the case may be. After each is suited to his taste, a walk round to look at the Cups is generally proposed; at every step cards of the races—"names and colors, Sir, of every boat entered"—are thrust upon your notice, and ever and anon some shrill-voiced gypsey crone parades her prophetic skill—"just cross my hand with a piece of silver, my pretty gentleman, and I'll tell you who'll win to-day; good luck to the bonnie Oxford gentlemen," or Cambridge, according to the colors of the person she addresses.

The Cups are exposed to view on a sort of balcony at the back of the Red Lion. Here about this time of day are generally to be found clusters of old Oxford and Cambridge oars-men, fighting their battles o'er again and shewing how Cups were won.

The Grand Challenge Cup was first given in 1839. It was then declared open for the competition of any Crew "composed of the members of a College of either Universities of Oxford, Cambridge, or London, the Schools of Eton and Westminster, the Officers of two Brigades of Household Troops, or members

of a Club established at least one year previous to the time of entering."

The competing boats this year were:

The 1st Trinity Boat-Club, Cambridge.

The Etonian, "Oxford.
The Brasenose, "Oxford.

The Wadham, "Oxford.

In the trial heats the Etonian Boat-Club defeated the Brasenose, and 1st Trinity the Wadham.

The final heat was accordingly rowed between the 1st Trinity, Cambridge, and the Etonian, Oxford.

Etonian Onfond

Clayton, Ch. Ch. (coxs)

1st Trinity Cambridge

 	. diving, camor tage.		Dionicion, Oujora.
1.	Gough.	1.	Sealy, Mert.
2.	Smyth.	2.	Northcote, Ball.
3.	Taylor.	3.	Elwes, Ch. Ch.
4.	Lonsdale.	4.	Garnett, Ch. Ch.
5.	Penrose.	5.	Rogers, Ball.
6.	Strickland.	6.	Boscawen, Ch. Ch.
7.	Cross.		Powys, Ball.
	Massey, (stroke).		Maberly, Ch. Ch. (str.)

This race proved one of the best ever witnessed. The 1st Trinity had the inside station. Both boats started well, and alternately obtained a trifling lead to the point. Here 1st

Barclay, (coxs.)

Trinity increased their slight lead, and won eventually, after a tremendous struggle, by half a boat's length.

#### 1840.

The Cup was won this year by the Leander.

#### 1841.

The Cambridge Subscription Rooms were, this year, successful, beating Oxford University and the Leander.

#### 1842.

The Cambridge Subscription Rooms succeeded in holding the Cup against the Oxford Etonian, Cambridge University, and King's College, London.

## 1843.

The Oxford University boat, with seven oars, beat the Cambridge Subscription Rooms.

This was a most remarkable race. The stroke of the Oxford boat was taken seriously ill on the morning of the final heat. Although a substitute might easily have been found among the Oxford men present, the

Cambridge Subscription Rooms insisted upon the observance of a rule,\* which, in the letter if not in the spirit, forbad such a proceeding. They did this because, in the previous year, the Captain of the O. U. B. C. had withdrawn his boat on hearing that the Subscription Rooms intended to draft men from the Cambridge University Boat if they alone remained to contend, in the final heat, against Oxford.

The Oxford boat, having "Bow's" seat vacant, pulled down to the Island amid considerable cheering. They started with the greatest determination, feeling that it would be no disgrace to be beaten, and a great triumph to be successful. With the Room's Crew the case was exactly the reverse: they were not a good crew, and as, had the Oxford had their full number, they would probably have been beaten by a considerable distance, so, as it was, they lost by a few yards. The winners, who were as fine a crew as ever left Oxford, rowed the

<sup>\*</sup> Rule vii. in the Regulations published that year by the Henley Regatta Committee stands thus:

<sup>&</sup>quot;That no Member of a Club shall be allowed to be substituted for another who has already rowed a heat; nor shall any Member of a Club be allowed to row with more than one Crew in any one of the Races for the same Cup."

distance in nine minutes, which was only fifteen seconds more than their time in the previous heat with the full crew.

#### 1844.

The Oxford University Boat Club gave up the Cup this year, and a very good race for the honour of holding it took place between the Oxford Etona and Caius College, Cambridge.

The boats started very well together, and no difference was perceptible till the last quarter of a mile, when the Etona went ahead, and won by about three lengths. The Caius crew was the same as that which rowed against the Town of Cambridge, with the exception of "stroke," No. 7, and "bow," which places were, at Henley, filled by Dove, Raven, and Carmichael respectively.

### 1845.

On the 7th of June in this year the Grand Challenge Cup was won by the Cambridge University Boat, after a fine race with the Oxford.

# The following were the Crews:

Munster, 1st Trin. (coxs.)

Cambridge.	Oxford.
1. Mann, Caius.	1. Stapylton, Mert.
2. Harkness, Joh.	2. Spottiswoode, Ball.
3. Lockhart, Christ's.	3. Milman, Ch. Ch.
4. Cloves, 1st Trin.	4. Buckle, Oriel.
5. Hopkins, 1st Trin.	5. Breedon, Trin.
6. Potts, 1st Trin.	6. Penfold, Joh.
7. Arnold, Caius.	7. Conant, Joh.
Hill, 2nd Trin. (str.)	

Cambridge had the outside, and after a very exciting contest, won by two lengths. Time eight minutes and a-half.

Richards, Trin. (coxs.)

#### 1846.

The Thames' Club won the Cup this year, beating 1st Trinity by about one length, and Oxford Etona, in the same heat, by three lengths.

#### 1847.

The Cup was this year won by the Oxford University Boat, who defeated the Thames' Club in the final heat.

The first heat was between Oxford and Cambridge.

The following were the rival Crews:

Oxford.			Cambri		
1.	Moon, Magd.	1.	Maule,	1st	Trin

- 2. Haggard, Ch. Ch.
- 3. Oldham, B. N. C.
- 4. Royds, B. N. C. 5. Griffiths, Worcest.
- 6. King, Oriel.
- 7. Winter, B. N. C. Burton, Ch. Ch. (st.) Soames, Joh. (coxs.)

- 2. Gisborne, Joh.
- 3. Wolstenholme, 1st Trin.
- 4. Garfit, 1st Trin.
- 5. Nicholson, 1st Trin.
- 6. Harkness, Joh.
- 7. Vincent, 1st Trin. Jackson, Joh. (stroke). Murdoch, Joh. (coxs.)

After a very fast race, the time of the winners being 8 min. 4 sec., Oxford was victorious by about two lengths.

#### 1848.

The Oxford University Boat won the Cup, beating the Thames' Club.

#### 1849.

Wadham College, Oxford, gained the Cup this year. In the deciding heat, the 2nd Trinity, Cambridge, came in first by about half a length, but by the Umpire's decision lost the race, as they had fouled the Wadham a little before the corner.

was of course far in advance, and men on the towing-path, which is on the "stroke" side, having not perceived the accident before, incorrectly thought that Cambridge had lost all chance when it happened.

Oxford won by about six lengths, performing the distance in 7 min. 45 sec.

THE LADIES' CUP was first given in 1845, and was then won by the St. George's, London, beating the 1st Trinity by a few feet, and the Lady Margaret by three or four lengths.

The following were the rival Crews from Cambridge:

	0		
	1st Trinity.	1	Lady Margaret.
1.	Milner.	1.	Hoare.
2.	Wolstenholme.	2.	Wilkinson.
3.	Farmer.	3.	W. Lloyd.
4.	Cloves.	4.	Jackson.
5.	Garfit.	5.	Rippingall.
6.	Hopkins.	6.	Harkness.
7.	Richardson.	7.	Murdoch.
	Holroyd (stroke).		Stephen (stroke).
	Munster (coxs.)		T. B. Lloyd, (coxs.)

# 1846.

The three boats entered were, the 1st Trinity, Brasenose, and the Thames' Club. The 1st

Trinity had the inside at starting, and after a very fine race beat the Thames' Club by half a length, and Brasenose by about two lengths.

# 1847.

This year the Cup was won by Brasenose, who beat 1st Trinity in the final heat.

# 1848.

Christ Church, Oxford, won the Cup this year, beating Worcester College, Oxford, after a good race.

# 1849.

The Wadham boat gained the Cup this year after a splendid race with the 2nd Trinity, Cambridge, whom they defeated by only half a length.

## 1850.

Lincoln College, Oxford, being the only boat entered, "walked over" for the Cup.

## 1851.

Brasenose won the Cup, beating Christ Church, Oxford, and 1st Trinity, Cambridge, without much difficulty.

Two Challenge Cups for four-oared boats are now given annually at Henley. They have produced several very good contests. The best perhaps ever witnessed took place last year, between 1st Trinity and Brasenose, and 1st Trinity and Christ Church, Oxford.

The former heat was rowed on the first day of the Regatta; the boats were neck-and-neck the whole way to the corner, but in the "straight run in" 1st Trinity drew a little in advance, and won by a third of a length. On the second day Christ Church, the holders of the Cup, succeeded in beating 1st Trinity by about the same distance.

Both heats for the Stewards' Challenge Cup were last year won by a Cambridge four-oar, entitled the "University Qualification." This was probably the best four-oar which could have been sent from Cambridge, but as they had not been formally appointed by the Committee of the C. U. B. C., and had not trained or practised together on the Cam, they were obliged to adopt the qualified appellation on which they conferred lasting honor.

In the first heat they rowed against Christ Church, Oxford.

The following were the Crews:

# Cambridge

University Qualification.

Christ Church.

1. Page, St. John's.

2. Longmore, Sidney.

Rich.
 Thompson.

Tuckey, St. John's.
 Johnson, 3rd Trinity.

Arnaud.
 Johnson.

Crosse, Caius, (coxs.)

Cotton, (coxs.)

It was a pretty good race to the Poplars, where the Cambridge men went ahead, and as they had all to row again that evening in the University Race, they judiciously contented themselves with winning by two lengths.

The deciding heat was rowed on the next day between the winners of the first heat, and the Brasenose, whose Crew consisted of

- 1. Prescott.
- 2. Errington.
- 3. Hornby.
- 4. Greenall.

Balguy, (coxs).

The Cambridge men headed their opponents about half-way, took their water, and won easily by about four lengths. Time 8 min. 50 sec.

The Silver Cups for pair-oared boats were last year (1852) won by Chitty and Arnaud, Oxford, beating the Wadham, and the Leander pair-oars.

Few races at Henley excite more interest than a good contest for the DIAMOND SCULLS. And when, after some good trial heats, the number of competitors is reduced to two, for instance a Cambridge Etonian and an Oxford Westminster man, the excitement becomes tremendous. Every member of the same School, the same Club, College, or University, feels an individual interest in the success of their champion, and loud and long are the cheers which greet the winner. In

### 1844.

Bumpsted won the sculls, beating Morgan, Christ Church, Oxford, after a splendid race. In a previous heat, Bumpsted beat Bone by three lengths, rowing the distance in ten minutes.

#### 1845.

Wallace, Leander, was the winner, beating Chapman, London, by a foul, and Conant, St. John's College, Oxford, by a considerable distance. Conant had beaten Bumpsted in the first heat.

# 1846.

Moon, Magdalene College, Oxford, beating Bone and Fellowes. The latter had defeated Cloves, 1st Trinity, Cambridge, in the first heat.

### 1847.

Maule, 1st Trinity, Cambridge, beating Moon, Magdalene, Oxford. The final heat was therefore rowed between the champion-scullers of the two Universities.

### 1848.

Bagshawe, 3rd Trinity, Cambridge, beating Wilberforce, Wadham, Oxford, by about five lengths. In a previous heat, Bagshawe had beaten Bone after a good race.

# 1849.

Bone, beating Bagot, 2nd Trinity, Cambridge. The loser of this heat had on the day before beaten Clarke, Wadham, easily.

### 1850.

Bone, who in the final heat defeated Clark, Wadham, without difficulty.

#### 1851.

Edwards, London, beating Macnaghten, 1st Trinity, Cambridge. The winner had the day before beaten Cowie, 1st Trinity, by claiming a foul. Macnaghten defeated Arnaud, Christ Church, Oxford, the first day easily, and in the final heat was a good second, Clarke, Wadham, being third.

But it is now time for a stroll down the bank, at least for those who prefer cheering on their friends to viewing their exertions from a distance, on the top of one of the coaches or drags, which are closely drawn up along the Bridge.

After threading our way with caution among the votaries of "Three sticks a penny," who are hurling their clubs with reckless zeal at wooden dolls and pincushions, we reach the towing-path, and are soon saluted by a loud explosion—the signal for boats to drop to stations.

The marvellous pieces of artillery, used at Henley for this purpose, are discharged at three irregular intervals. The first report is a signal for the contending Boats to drop to the stations assigned them for the Race. The umpire's boat, propelled by eight sturdy watermen, may now be seen on its way to the starting-placethe Island. At the second report a general stir is observable. The signal to clear the course proves equally efficacious in thickening the crowd upon the towing-path. All are hurrying towards the scene of action. Then may be heard fragmentary exclamations, "They've won the toss!" "Stroke looked rather ill, don't you think?" "They must win; it's a safe six to four," &c. Bang! the third gun announces that the red flag at the Island has fallen, and the race between Oxford and Cambridge has commenced.

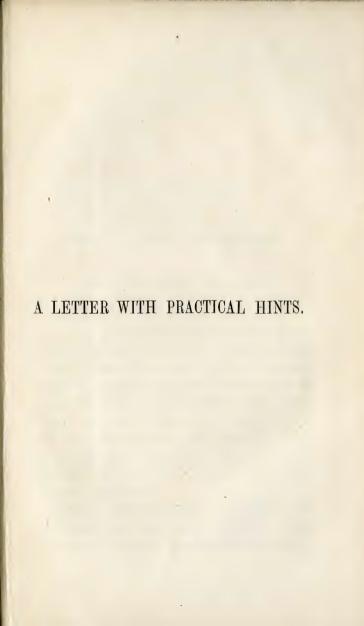
The intense anxiety of every one who hears the umpire's "Off," generally causes a perfect silence on the bank for a few seconds. Everyone seems to be breathlessly expecting something to go wrong, a rowlock or an oar to break; but when both crews appear to be steadily settled to their work, then begins the cheering. Now the dark blue may be seen in advance,

"O cheerful colours! see where Oxford comes."

Now the Cambridge Crew, in a gallant spurt, regain their lost position. Neck-and-neck, oar with oar, they approach the corner. Here the inside Boat gains considerably, and, encouraged as they see their rivals dropping astern, the Crew lay out their hardest for the straight run in. The outside Crew is close upon them, and straining every nerve, but the goal is too near; "six strokes will do it!" they give them with a will, and are hailed the victors by a length.

The cheering which greets the winners by no means terminates with the termination of the race. From the winning-post to the landing-place, from thence to the Red Lion, roll on the shouts of exultation. Few of the Crew escape a somewhat dangerous elevation on the shoulders of their friends, who "chair" them to the inn. Here all is bustle and confusion. The Great Race of the day is generally the last, and preparations for departure are visible on all sides. So amid the cheers and countercheers, the kicking of horses, and the collision

of rival coaches, carriages, and drags, we take our leave of Henley, looking forward with anticipations the most pleasurable to the next Regatta, as to the most interesting and delightful Aquatic Festival of the ensuing year.





# CHAPTER VII.

#### HINTS ON ROWING AND TRAINING.

A Letter from R. Coombes, Champion-Sculler.

SIR,

At your request I have put together a few things in regard to Rowing and Training, which I think will be useful. Most of them are things I have said to Crews trained by me at Cambridge, and so they won't be quite new to them. However, some of my hints are what I have never seen in print yet, and I think they may benefit those who know little about rowing, and, may be, some who fancy they know a good deal.

Well, to make a beginning, I'll suppose eight gentlemen given me to make a crew of. I must first settle the tallest and longest-reached men, and heaviest. Them I put in the middle of the boat. If the Crew average eleven stone, "Stroke" should be ten stone. It is a waste of strength to put one of the heaviest and strongest men there. He will do more good in the middle of the boat. "Stroke" should have plenty of pluck and steadiness, and, though working hard, should always have a little left in him to pick up his Crew with at any point.

The Crew must all sit up to rights, and keep the chest forward (which will make the back straight), head inclined with shoulders, and they must take care to reach down fair between the legs. If one is inclined to lean in the boat, let him incline his head over to the opposite side, and that will break him of leaning in the boat.

Holding the oar, Sir, is a thing which many want a bit of advice about. When you gentlemen here get into a boat, all your oars are laid up along the sides, you have to get them out in a scrambling way just as each can, and then to push her off, and it is, "Pull a stroke, No. 2," and "Pull a stroke, bow," and then at last, "Paddle on, all who can." Now I want to suppose my Crew getting into a boat with the oars in the rowlocks, lying feathered flat

upon the water. Just catch hold of the oar as it is, hands about four inches apart, one being at the extremity, and train both thumbs under the handle. Hold the oar tight, and when you are getting forward don't shift the hands, but let the knuckles and back of the hand turn with the handle, so that when you are forward as far as you can, a person sitting looking straight at you would only see the back of your hand on the handle, and not the fingers. Well then, when you've pulled the oar through the water, and your hands well home to your body, you'll find the oar feather naturally, without trusting to the action of the wrists. I should be sorry to use my wrists like I see some gentlemen here do.

Sit well forward on the seat, and not away from your work right back on the cushion. A man don't get into a boat to rest himself: if he wants that, he'd better go home to an easy-chair.

The length of the stretcher must be according to length of legs. Press the ball of each foot fair against the stretcher, the heels together, and toes out. Open the knees in coming forward, and throw the body forward with a

spring, as if your latter end was made of Indian-rubber. Reach down fair between your legs, so as just to clear the top of the stretcher.

Take care, when you reach forward, to put the oar into the water where you reach to, and not as most gentlemen do, bring the oar back before you put it in. Dash the oar in lively, and pull as hard at the beginning as at the end of the stroke.

Mind and pull the oar well through the water from beginning to end. The blade of the oar should be the same depth in the water all through the stroke; hence the hands should be kept about the same height all the way. Let there be no shirking at any part of the stroke. One man rowing mild, and leaving an unfair quantity of work to be done by the rest at any part of the stroke, brings them all into a bad state.

Row the oar home close to the body: this will be done by throwing the shoulders back and bringing the elbows straight behind you. The handle of the oar should be at last a little below the chest, close to the navel.

Feather the oar low in coming out of the water; I mean without jerking the handle

down, and so the blade up at the end of the stroke. Try to bring it out clean, without throwing up a lot of water on the next oar in front of you.

Bring the outer hand and handle if anything a little to the side; by this means you get your oar longer in the water, and do more work at the last part of the stroke. It is a very bad thing to go too far back, though some gentlemen seem to think it looks fine rowing. You can't get up in time with the stroke, and you make the boat roll in trying to do so.

A crew may be strong and each man may pull his oar well, but if they don't keep time, it's only one pulling against another. They must keep time with the body and the oar. If No. 6 puts in his oar before "stroke," trust me he'll bring it out before him, and make him feel the boat heavy at the end. If too late, "stroke" feels it at the beginning.

Many a match is lost by want of training. A man may be a fine "oar," and have pulled in a University Boat before, but that ought not to make him despise training when he is again elected, or elects himself to row in

a grand match. I remember Mr. —, who had won every thing before him, being in very bad training when he rowed a second time in the University Crew. I always told him so; and yet he could speak and shout in the middle of a hard trial, when all the rest were too done to whisper. Why, a man who does this, dispirits the others: they think how bad off they must be when they hear another man so little shut up with the pull, or else they think to themselves he has'nt done his work, and then they get vexed. I believe the man I mean did not do all he ought, especially in the trials for that match; he might have down much more in both if he had trained

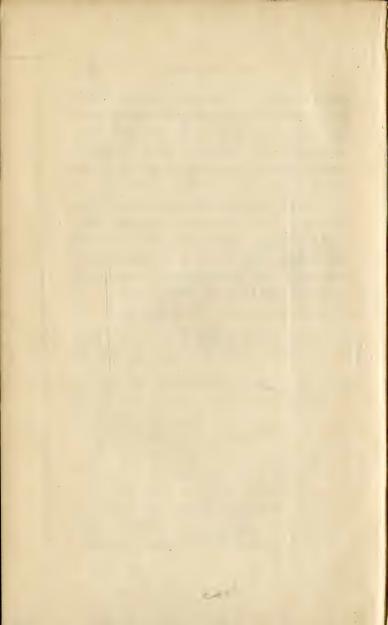
In regard to training, I would advise a cold bath early in the morning, and a good rubbing with horsehair gloves or rough towel. Then run a mile having thick flannel next the skin, and a great coat or two on. Take care on coming in to rub down well with towels. Breakfast about an hour after the run, and wash the arms and neck well with cold water. Live regularly, on a meat diet, avoiding pastry, rich soups, and such like vanities. Much malt

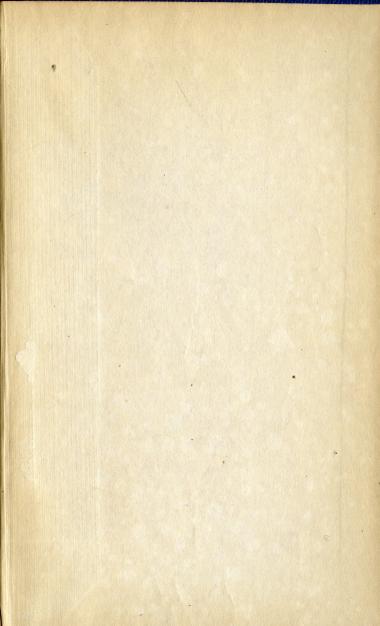
liquor or wine is of course objectionable. Don't row a trial until five hours after a hearty meal, and attend to digestion. It is a good thing to get into the habit of rowing hard (for practice) at the same time of the day as the match is fixed for.

The best-made men for rowing are those with good loins, wide at the hips, and long arms; average weight nine stone to eleven and a half. A good rowing figure should not have more than two inches' difference in the measure round loins and round chest.

With these remarks I will conclude,
and remain, Sir,
Your obedient Servant,
ROBERT COOMBES.

CAMBRIDGE:
PRINTED BY METCALFE AND PALMER.







BOUND BY BURN, HATTON GARDEN

